B3 I-15 AND ANTELOPE DRIVE, LAYTON

UPGRADE INTERCHANGE

GOAL

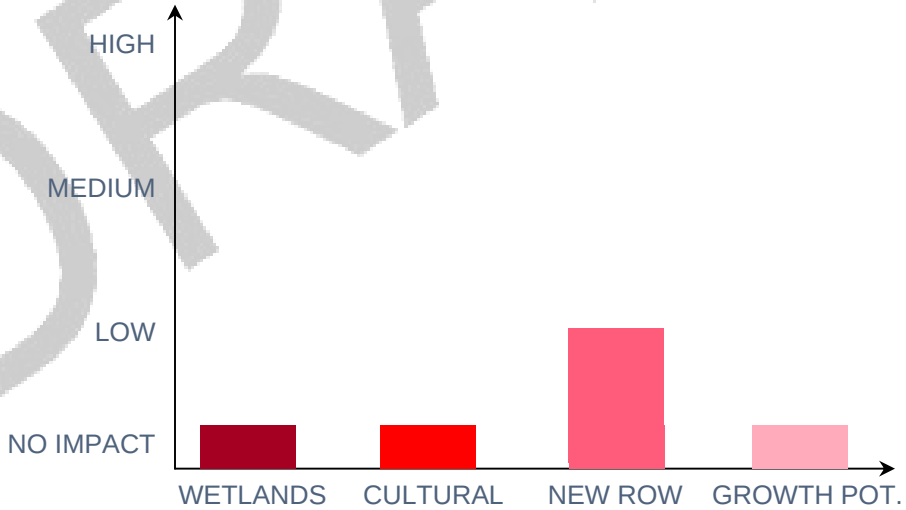
- Improve interchange to improve efficiency and operation of interchange.
- Improve connections from east-west route to I-15.

OTHER CONSIDERATIONS

- Consider fly over overpass of I-15 between this interchange and Hill Field Road interchange to reduce demand.
- Additional lanes and ramp meters.

PRIORITY	2	LENGTH	N/A	2040 TRAFFIC VOLUME RANGE	N/A
RISK	Low	COST	$40,000,000		

POTENTIAL ENVIRONMENTAL IMPACTS



DAVIS ⇌ WEBER
EAST - WEST TRANSPORTATION STUDY

B35

SYRACUSE RD.
1000 WEST TO 2000 WEST

WIDENING TO 4 LANES

GOAL

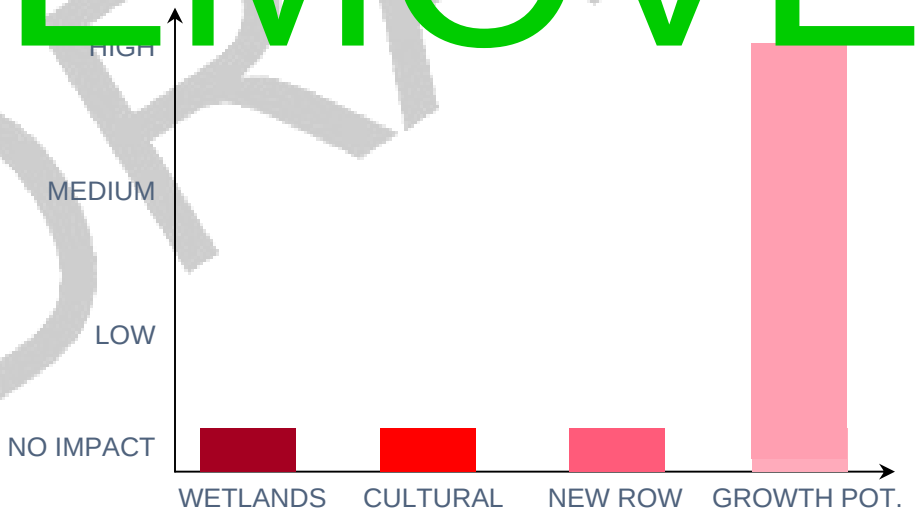
- Congestion mitigation on existing route serves developing commercial area in Syracuse.
- Provides added east-west mobility from 1000 West to 2000 West.

OTHER CONSIDERATIONS

PRIORITY 1 LENGTH 3.7 miles 2040 TRAFFIC VOLUME RANGE 1[illegible]

RISK Lo[illegible] COST $[illegible],000

POTENTIAL ENVIRONMENTAL IMPACTS



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EAST - WEST TRANSPORTATION STUDY

F1 WASHINGTON OGDEN COMMUTER RAIL TO PLEASANT VIEW COMMUTER

BUS RAPID TRANSIT

GOAL

- Provide high speed bus service between Ogden-area activity centers.

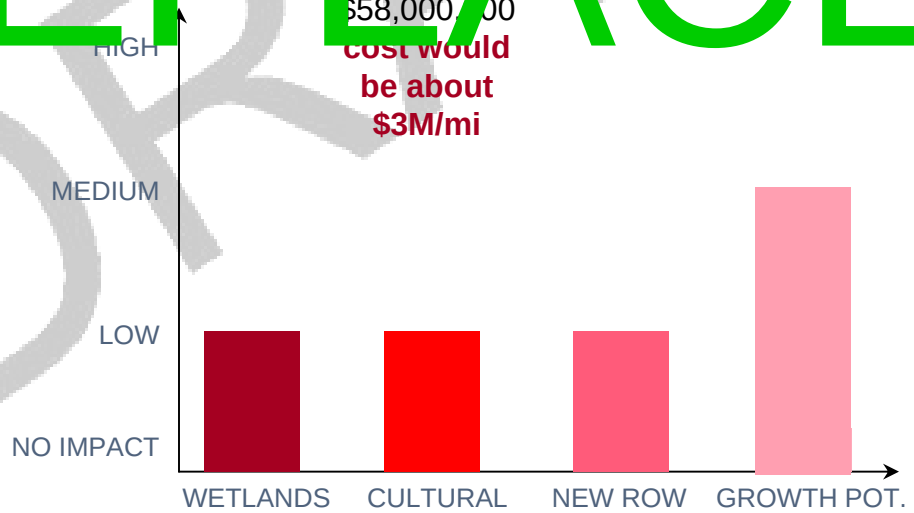
OTHER CONSIDERATIONS

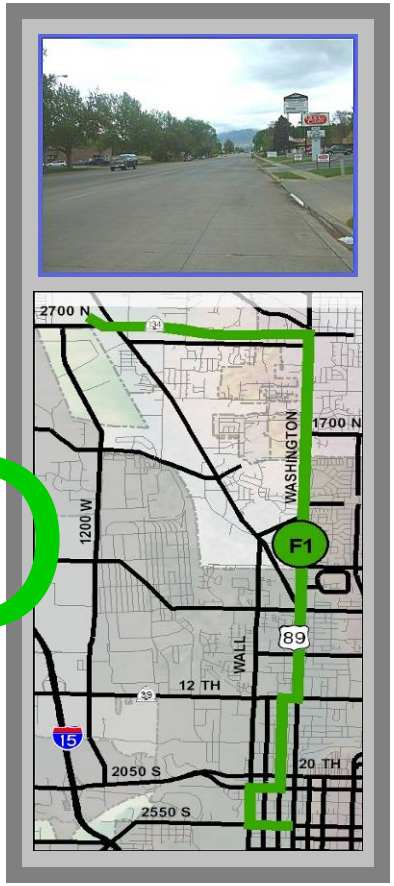
- Consider alignments on Wall Avenue or Washington Boulevard.
- Implement with shared traffic/BRT lanes.
- Provide formal stations with 1/3 mile to 1/2 mile spacing.

PRIORITY	3	LENGTH	8.8 miles	2040 TRAFFIC VOLUME RANGE	
RISK	LOW	COST	$26,400,000		

$58,000,000
cost would be about $3M/mi

POTENTIAL ENVIRONMENTAL IMPACTS





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EAST - WEST TRANSPORTATION STUDY

F13 NORTH OGDEN TO ROY COMMUTER RAIL STATION

BUS RAPID TRANSIT

GOAL

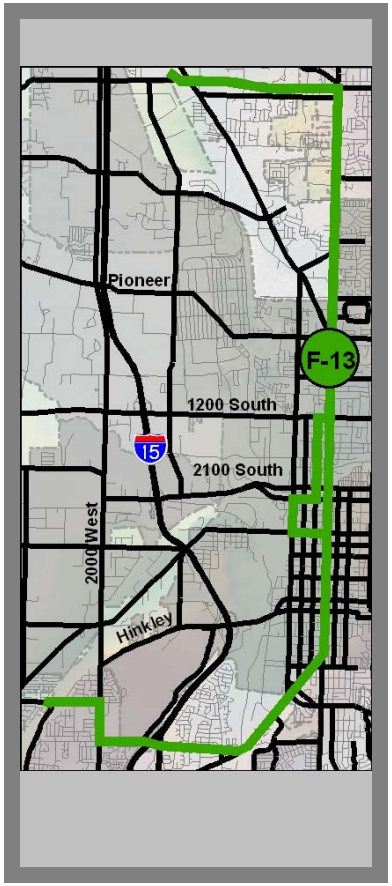
- New BRT line.
- Provides access to Ogden airport
- Connects to Ogden and Clearfield FrontRunner stations.
- Likely shared lane BRT.

OTHER CONSIDERATIONS

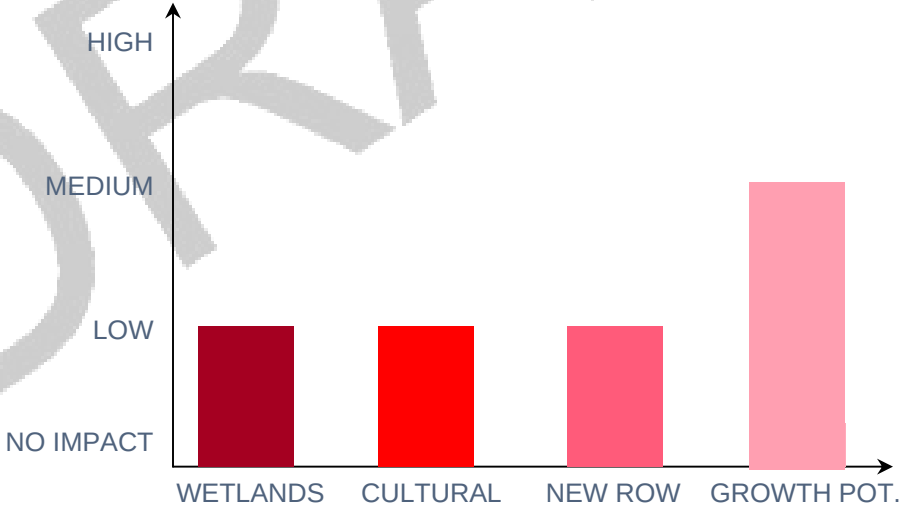
- Signal priority with queue jump lanes at intersections.
- Transit should not impact traffic flow on Riverdale Road.
- Do not provide dedicated lanes for BRT service.
- May be divided into two projects (North Ogden and Roy).

PRIORITY	3	LENGTH	12 miles
RISK	Low	COST	$195,000,000

2040 TRAFFIC VOLUME RANGE



POTENTIAL ENVIRONMENTAL IMPACTS



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EAST - WEST TRANSPORTATION STUDY

F2 BAMBERGER LINE OGDEN COMMUTER RAIL STATION TO HILL/CLEARFIELD

BUS RAPID TRANSIT

GOAL

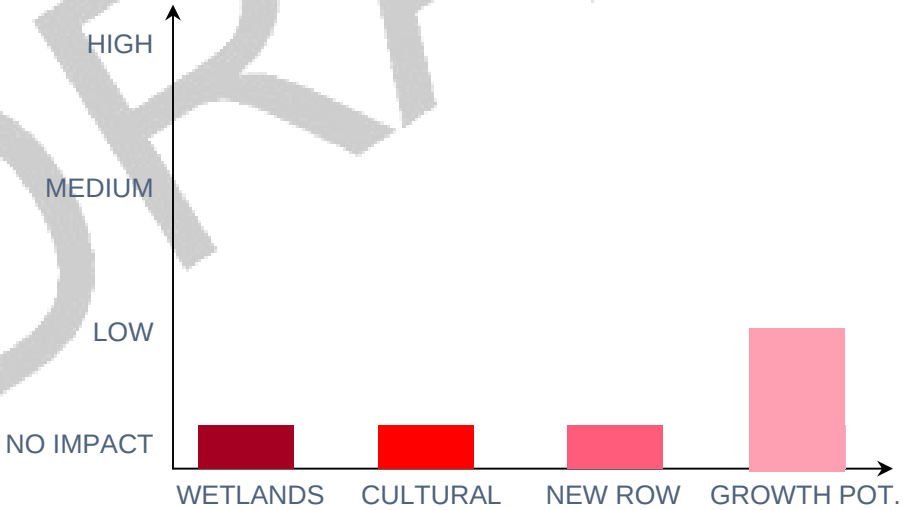
- Provide high speed bus service to Hill Air Force Base from Ogden.
- Connect to Ogden and Clearfield FrontRunner stations.

OTHER CONSIDERATIONS

- Extend past Hill Air Force Base to Weber State University in Layton (transfer from commuter rail) or Clearfield where there is more parking availability.
- Provide dedicated lanes or dedicated right-of-way.
- Provide formal stations with limited stops.
- Could be light rail train, dedicated bus-way or other BRT.
- Possibly include bike lanes.

PRIORITY	2	LENGTH	12 miles	2040 TRAFFIC VOLUME RANGE	
RISK	Medium	COST	$427,000,000		

POTENTIAL ENVIRONMENTAL IMPACTS



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EAST - WEST TRANSPORTATION STUDY

B60 24TH ST. / HARRISON BLVD
OGDEN COMMUTER RAIL STATION TO WSU

BUS RAPID TRANSIT TO UNIVERSITY

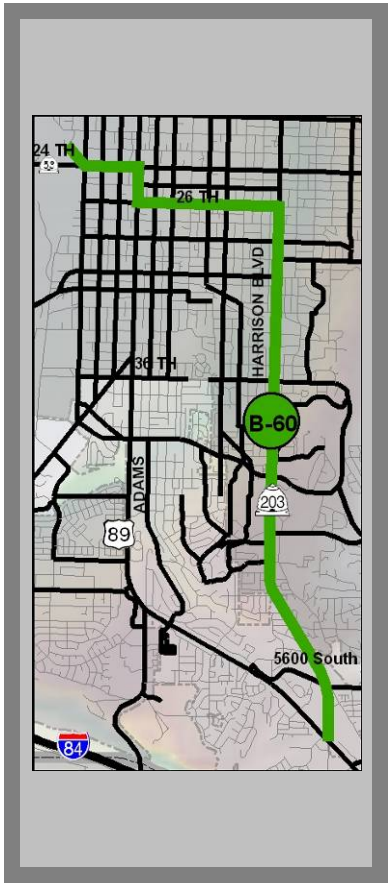
GOAL

- Provide a transit connection between downtown Ogden and WSU.
- Connect WSU to the FrontRunner station downtown.
- Likely demand for dedicated BRT lane.

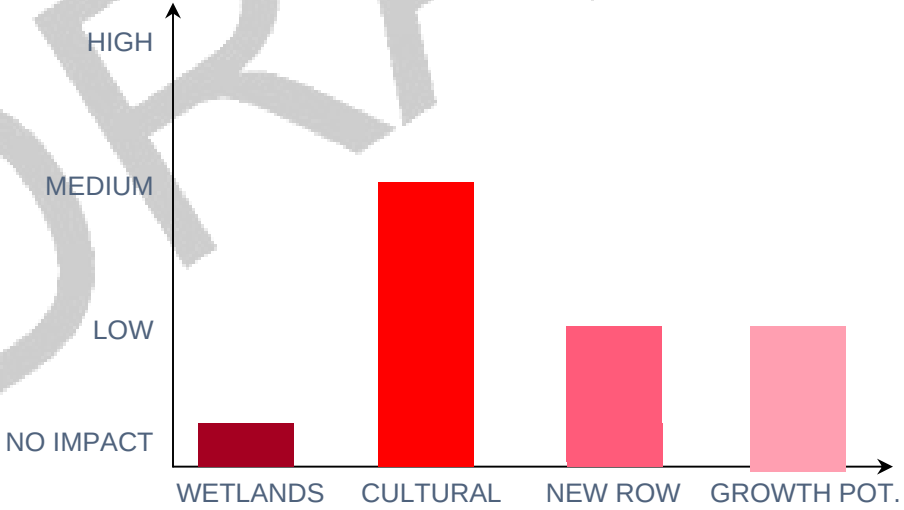
OTHER CONSIDERATIONS

- East-West connection from Intermodal Station not yet determined.
- Extend past WSU to SR-89 and extend cost.
- Could be street car.

PRIORITY	1	LENGTH	4.7 miles	2040 TRAFFIC VOLUME RANGE
RISK	High	COST	$81,000,000	



POTENTIAL ENVIRONMENTAL IMPACTS



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EAST - WEST TRANSPORTATION STUDY

F16 I-15 AND SHEPARD LANE, FARMINGTON

NEW INTERCHANGE

GOAL

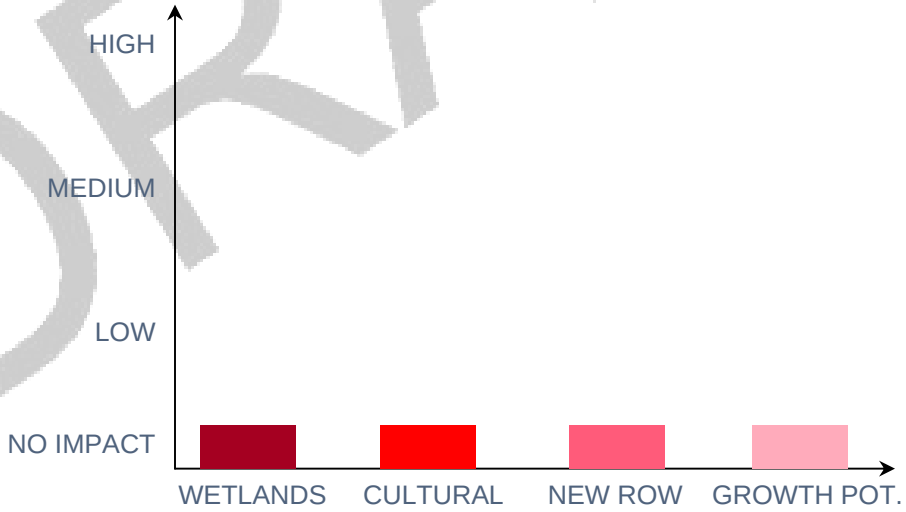
- Add full interchange between 200 North Kaysville and Parish Lane (9 miles)
- Facilitates east west movement across I-15.

OTHER CONSIDERATIONS

- New Interchange with ramp meters.

PRIORITY	3	LENGTH	N/A	2040 TRAFFIC VOLUME RANGE	N/A
RISK	Medium	COST	$75,000,000		

POTENTIAL ENVIRONMENTAL IMPACTS



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EAST - WEST TRANSPORTATION STUDY

B19 I-84 AND 5600 SOUTH, RIVERDALE

NEW INTERCHANGE

GOAL

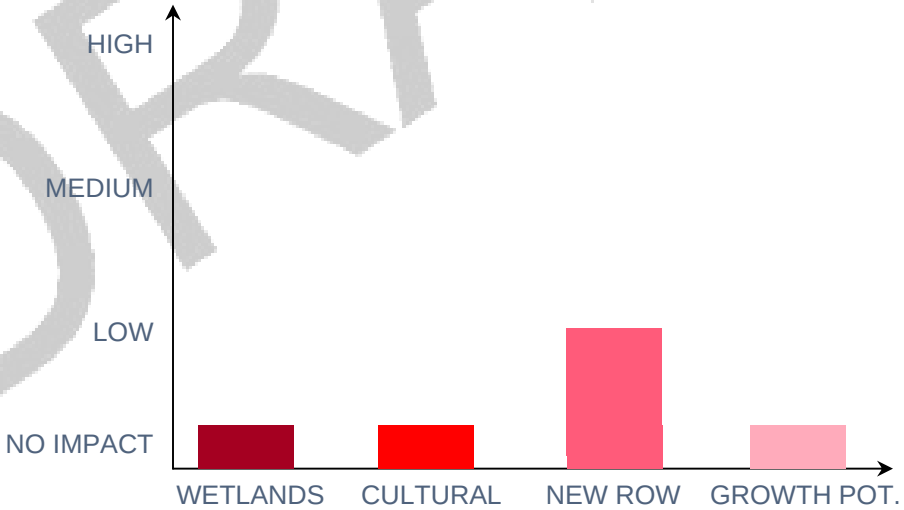
- Provide new connection from Roy at I-15 to I-84.
- Relieve congestion on Riverdale Road.

OTHER CONSIDERATIONS

- Potential feasibility issue with new alignment.
- No connection east of I-84.
- Possible alternative is a System to System connection between I-84 and I-15.

PRIORITY	3	LENGTH	N/A	2040 TRAFFIC VOLUME RANGE	N/A
RISK	Low	COST	$244,000,000		

POTENTIAL ENVIRONMENTAL IMPACTS



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EAST - WEST TRANSPORTATION STUDY

B12 I-15 AND 2700 NORTH, PLEASANT VIEW

UPGRADE INTERCHANGE

GOAL

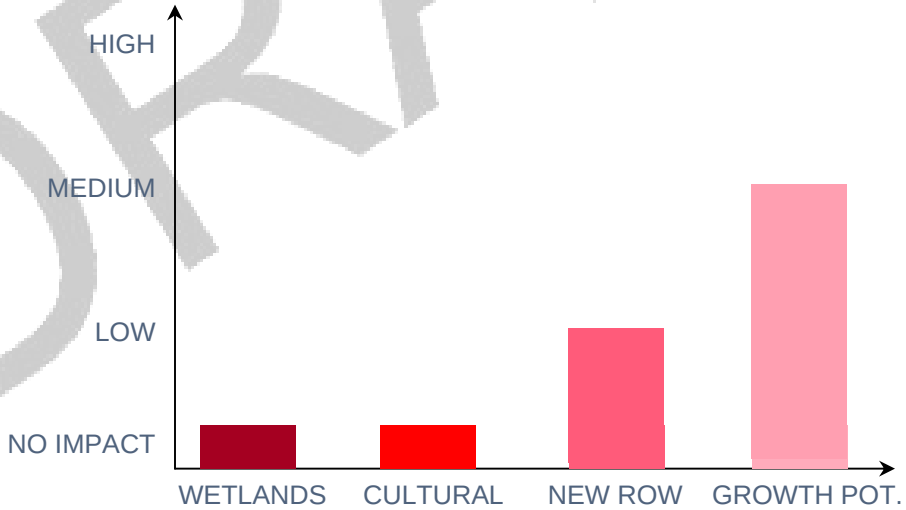
- Address increasing travel demand as growth occurs along 2700 North and in Pleasant View area.
- Improve operation and efficiency of interchange.

OTHER CONSIDERATIONS

- Could extend beyond I-15 to 1900 West.
- Future improvements after I-15 NOW.
- Additional lanes and ramp meters.

PRIORITY	3	LENGTH	N/A	2040 TRAFFIC VOLUME RANGE	N/A
RISK	Low	COST	$67,000,000		

POTENTIAL ENVIRONMENTAL IMPACTS



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EAST - WEST TRANSPORTATION STUDY

B14 SR-89 AND ANTELOPE DRIVE, LAYTON

NEW INTERCHANGE PLUS SR-89 RECONSTRUCTION

GOAL

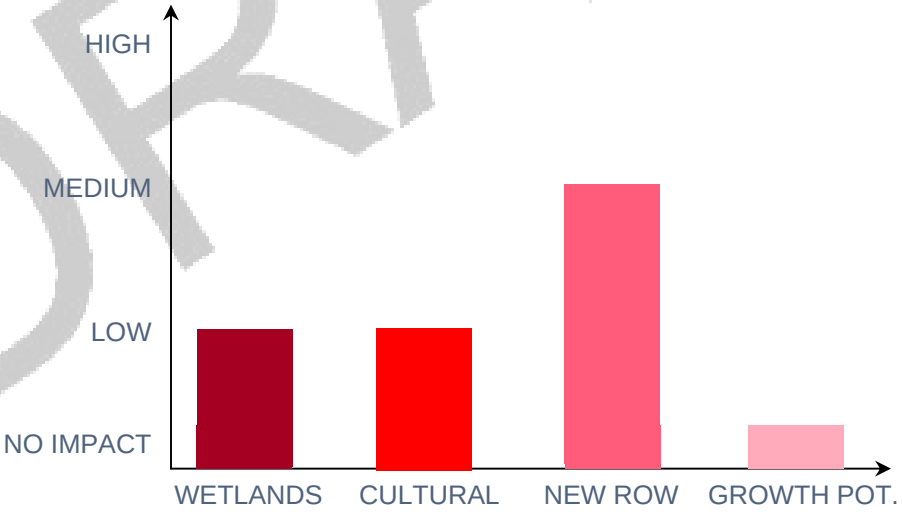
- Provide grade separated interchange to facilitate controlled access on SR-89.
- Provide new connector to SR-89 from east-west route.
- Upgrade substandard roadway.
- Reconstruction of SR-89 to higher capacity on either side of interchange.

OTHER CONSIDERATIONS

- Potential high level of controversy since existing neighborhoods will be affected with new Antelope Drive alignment.
- Could be right-in/right-out only at initial project.

PRIORITY	3	LENGTH	2.25 miles	2040 TRAFFIC VOLUME RANGE	N/A
RISK	Low	COST	$234,000,000		

POTENTIAL ENVIRONMENTAL IMPACTS



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EAST - WEST TRANSPORTATION STUDY

F11 I-15 AND 24TH STREET, OGDEN

UPGRADE INTERCHANGE

GOAL

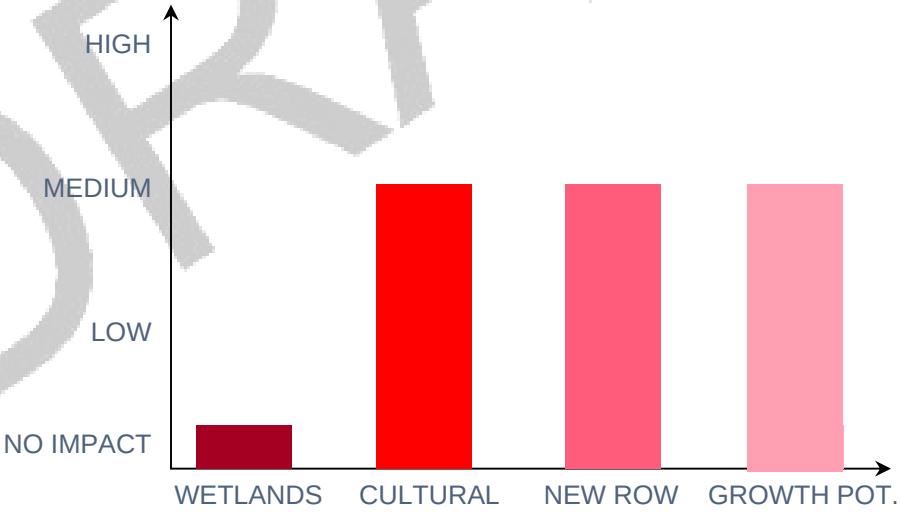
- Upgrade existing interchange to a full direction interchange.
- Improve I-15 connectivity to downtown Ogden.

OTHER CONSIDERATIONS

- Additional lanes and ramp meters.

PRIORITY	2	LENGTH	N/A	2040 TRAFFIC VOLUME RANGE	N/A
RISK	Medium	COST	$160,000,000		

POTENTIAL ENVIRONMENTAL IMPACTS



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B18 SR-89 AND I-84

UPGRADE INTERCHANGE

GOAL

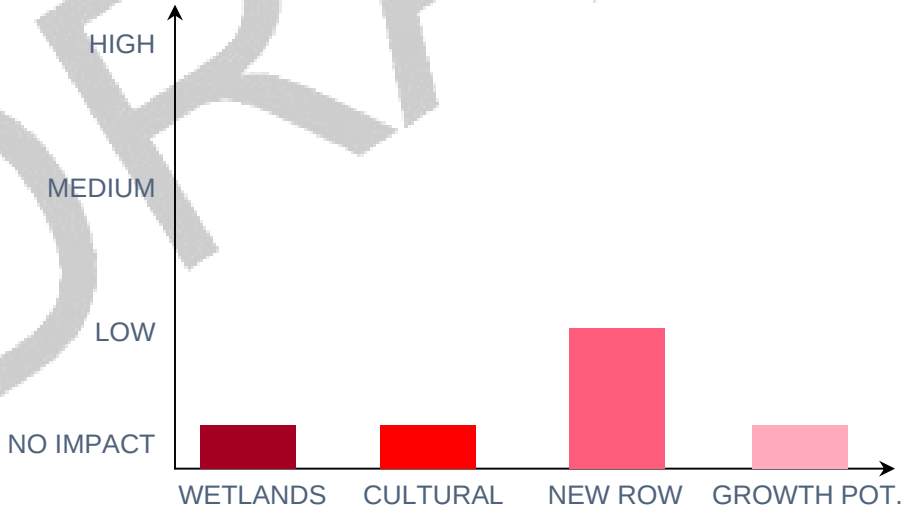
- Upgrade to a full system to system improve operation and efficiency of interchange.
- Address growing travel demand from growth in Morgan County.

OTHER CONSIDERATIONS

- System to System interchange.
- Two railroad crossings.
- Frontage road network on north side.
- Additional lanes and ramp meters.

PRIORITY	2	LENGTH	1.5 miles (SR-89)	2040 TRAFFIC VOLUME RANGE	N/A
RISK	Medium	COST	$319,000,000		

POTENTIAL ENVIRONMENTAL IMPACTS



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EAST - WEST TRANSPORTATION STUDY

B17 SR-89 AND 200 NORTH, FRUIT HEIGHTS

NEW INTERCHANGE PLUS SR-89 RECONSTRUCTION

GOAL

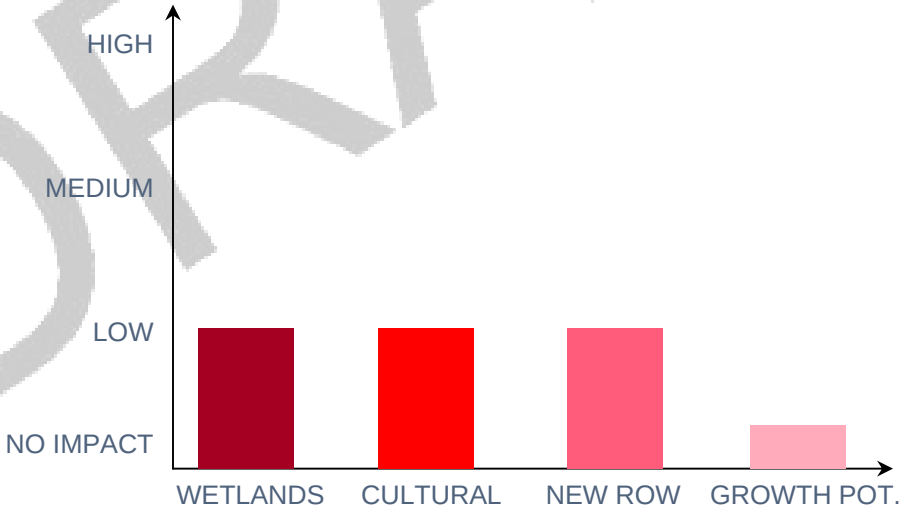
- Upgrade existing intersection to a grade-separated interchange.
- Facilitate conversion of SR-89 to a controlled-access freeway.
- Reconstruction of SR-89 to higher capacity on either side of the interchange.

OTHER CONSIDERATIONS

- Reconfigure SR-89 to include interchange.
- Consider possible frontage road network instead of SR-89 access.

PRIORITY	2	LENGTH	2.05 miles	2040 TRAFFIC VOLUME RANGE	N/A
RISK	Medium	COST	$247,000,000		

POTENTIAL ENVIRONMENTAL IMPACTS



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EAST - WEST TRANSPORTATION STUDY

B16 SR-89 AND OAK HILLS DRIVE (SR-109), LAYTON

NEW INTERCHANGE PLUS SR-89 RECONSTRUCTION

GOAL

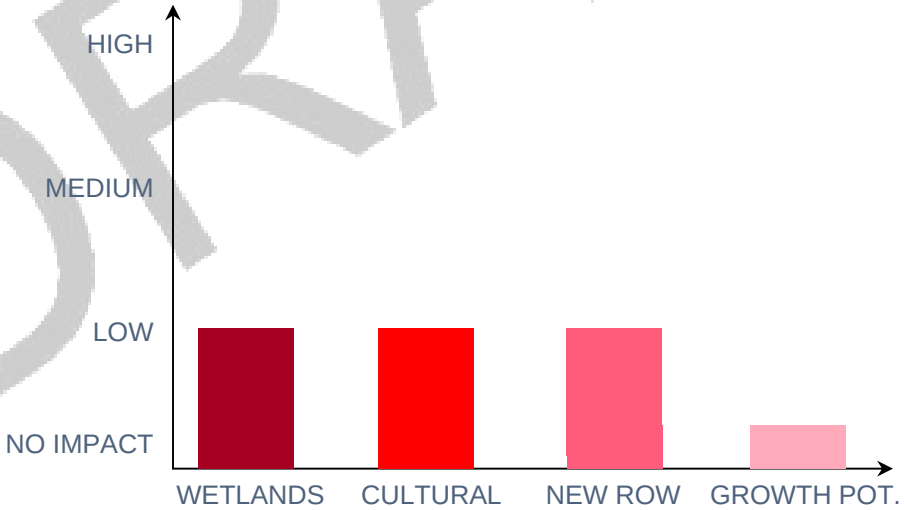
- Upgrade existing intersection to a grade separated interchange.
- Facilitate conversion of SR-89 to a controlled-access freeway.
- Reconstruction of SR-89 to higher capacity on either side of the interchange.

OTHER CONSIDERATIONS

- Reconfigure SR-89 to include interchange.
- Consider possible frontage road network instead of SR-89 access.

PRIORITY	2	LENGTH	1.25 miles	2040 TRAFFIC VOLUME RANGE	N/A
RISK	Medium	COST	$213,000,000		

POTENTIAL ENVIRONMENTAL IMPACTS



DAVIS ⇌ WEBER
EAST - WEST TRANSPORTATION STUDY

B15 SR-89 AND GORDON AVENUE, LAYTON

NEW INTERCHANGE PLUS SR-89 RECONSTRUCTION

GOAL

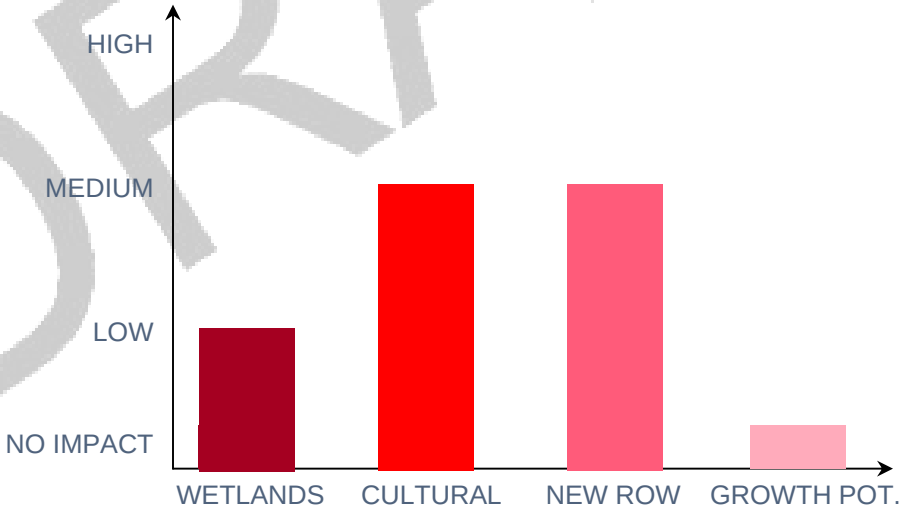
- Provide grade separated interchange to facilitate controlled access on SR-89.
- Provide new connector to SR-89 from east-west route.
- Reconstruction of SR-89 to higher capacity on either side of the interchange.

OTHER CONSIDERATIONS

- Potential high level of controversy since neighborhood will be impacted by the new Gordon Avenue alignment.

PRIORITY	2	LENGTH	0.9 miles	2040 TRAFFIC VOLUME RANGE	N/A
RISK	Medium	COST	$198,000,000		

POTENTIAL ENVIRONMENTAL IMPACTS



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EAST - WEST TRANSPORTATION STUDY

F10

HINKLEY DRIVE
I-15 TO WALL AVENUE

WIDENING TO 4 LANES

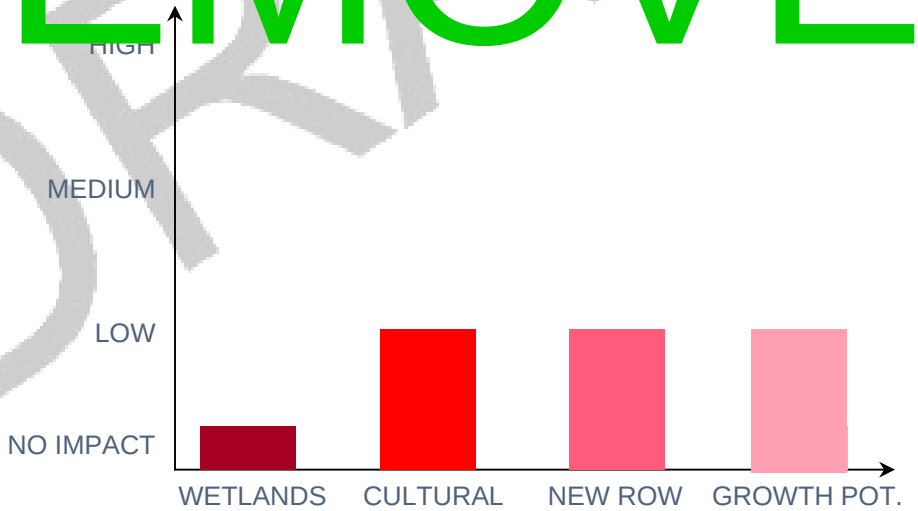
GOAL

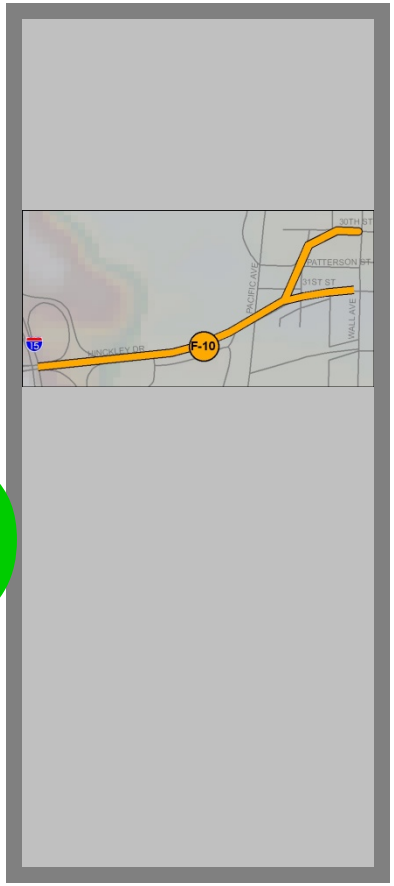
- Improve operation of Hinckley Drive.
- Improve connection to Wall Avenue.

OTHER CONSIDERATIONS

PRIORITY	2	LENGTH	0.8 miles	2040 TRAFFIC VOLUME RANGE	
RISK	Low	COST	$20,000,000		

POTENTIAL ENVIRONMENTAL IMPACTS





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